

COMMUNITY SERVICES AND FACILITIES

A primary focus of the master plan is the use of land -- what it is used for now, what it can be used for in the future, and its capacity to handle development. How land is used affects community services and facilities and, in turn, community services and facilities affects how land is used. A largely residential community generates a high percentage of school-age children; a town with a "good school system" can expect to experience residential growth.

It is important, then, to look at community services and facilities both in terms of the quality and quantity of services rendered, as well as the impact of those services and facilities on land use. From this perspective, problem areas can be defined and future needs addressed.

SCHOOL SYSTEM

Hampton is served by two elementary schools, one junior high school and one regional high school. All four schools are located within one mile of each other and are situated near the center of town. The schools are administered by New Hampshire School Administrative Unit 21.

Center Elementary School has served various grades from K through 4 in the past 20 years. From 1980 to 1985 it served K through 2, but in 1986, kindergarten was moved to the Marston School due to increased space pressures and changing enrollments. Kindergarten returns to the Center School in September 1994, and the school space has been augmented by two modular classrooms for the second grade. The building was constructed in 1920 and enlarged by an addition in 1951. Playground and parking facilities are adequate for current enrollment, but space is at a premium by current NH guidelines. Also, there is no room for growth of the building. The Long Term Space Committee of 1994 has studied the structure room by room and found many classrooms are below recommendation of 900 sq. ft. per room. In fact, of the 17 classrooms investigated, 11 are too small. Additionally, non-class type rooms (e.g. conference rooms) do not exist. Although capacity can be determined by taking 17 classrooms and multiplying by 20 (Hampton School Board Guidelines) to arrive at a figure of 340, this figure alone does not tell the whole story. Reports from the Long Term Space Committee are attached for reference.

TABLE CSF-1

HAMPTON ENROLLMENT IN WINNACUNNET SCHOOL DISTRICT

11/25/92

	Centre	Marston	Hampton Acad.	Winnacunnet	
School	School	School	Junior High	High School	
Year	(Grades K-2)	(Grades 3 + 4)	(Grades 5-8)	(Hampton Only)	Total
1980	316	243	538	627	1,724
1981	314	205	560	647	1,726
1982	324	221	561	659	1,765
1983	345	242	590	671	1,848
1984	302	204	472	687	1,665
1985	399	233	543	647	1,822
	(Grades 1 + 2) *	(Grades K,3 + 4) *			
1986	251	366	467	627	1,711
1987	301	356	467	549	1,673
1988	302	312	473	526	1,613
1989	305	358	475	529	1,667
1990	253	383	483	501	1,620
1991	254	372	492	507	1,625
1992	267	392	503	511	1,673
* In 1986 the Kindergarten moved from Centre School to Marston School.					
Source: Hampton School District Annual Reports					

Marston School has also served various combinations of K through 4 depending on class sizes. Per the details on Center School, kindergarten moves out of Marston in the 1994 school year. The school was built in 1956, with addition constructed in 1968. It is in good structural shape with adequate parking and plenty of playground space. "By the numbers" capacity figures at 360 (18 classrooms X 20 per class), and it is near capacity. Upon closer examination, ten of the 18 classrooms are too small (from the 1994 Long Term Space Committee Report). Additionally, the library and other rooms are too small by current NH standards. Again, refer to the attached Space Committee data.

Grades 5 through 8 attend Hampton Academy Junior High, which was constructed in 1940 and added to in 1964 and 1972. Attendance has been near 500 for the past years, and "By the Numbers" is well below its 650 capacity (@25 students per class). However, as with Center and Marston, detailed review of each room in the building reveals many shortfalls in square feet areas relative to NH recommendations and standards.

In the interim, and until space problems are resolved, the School Board decided to move teachers around, float two foreign language teachers, and voted to waive its policy on classroom size (grades K-4/20 pupils per classroom; grades 5-8/25 pupils per classroom). Also, more modular classrooms will be added at Center School, Marston School and Hampton Academy.

Winnacunnet High School serves Hampton and the adjacent towns of Seabrook, North Hampton and Hampton Falls. The school was built in 1958 to replace the overcrowded Hampton Academy building as the high school. Over the years the building has been periodically renovated. In 1981 a new Industrial Arts building was constructed and in 1986 a 24,860 square foot addition was made to provide area for the library, computer classroom, four new classrooms, and additional physical education space. Future planning calls for an auditorium to be added. The school is currently operating below its capacity. Class sizes range from 15 to 25 students depending on the subject being taught. With 63 classrooms, the school has a capacity of approximately 1,260 students, if an average of 20 students per classroom is used. First day enrollment figures for 1992 show a total of 944 students. The percentage of students from each town has remained fairly constant over the last decade; in 1992 the breakdown was 54% from Hampton, 25% from Seabrook, 13% from North Hampton, and 8% from Hampton Falls.

Winnacunnet High School also offers an instructional program for non-traditional students, called the Alternative School, which is located in a converted residence on Park Avenue. The program, which enrolls an average of 22 students, is designed to meet the needs of students who have had problems in the traditional school setting.

In addition to the public school system, Hampton residents can choose to send their children to one of the several private or parochial schools in the area. One of the larger non-public schools in Hampton is the Sacred Heart School, which serves children from kindergarten to grade 8. In 1992 the school had an enrollment of 245 pupils. Another non-public school in Hampton is the Hampton Christian School, which had 28 pupils in 1992 in grades nursery through 6.

Hampton is served by a fine school system that has a good reputation for quality education. However, unfunded mandates and current population have created problems such that space needs must be addressed. Given the number of classrooms that fall short of NH requirements in all three schools that cover K through 8, restructuring/renovation/new buildings must be considered. The direction of the Space Committee is to expand the Marston School on its present site. This still leaves the 33 acre parcel at Towle Farm Road for a contingency in case Hampton's growth is beyond the Space Committee's estimates. The Towle Farm site is currently used for passive recreation.

POLICE DEPARTMENT

The Hampton Police Department is characterized by examining its staff, facilities, equipment, and the processes of its operation.

Hampton's citizens are served by a police force composed of 41 full-time personnel, supplemented by 60 part-time special officers during the summer. Of the 41 full-time personnel, there are 32 police officers and 9 civilian employees. Five part-time civilian employees also work as dispatchers for the department. The current manpower is adequate for the workload; the force is actually down by 4 relative to 5 years ago. However, as the town becomes more of a year round community, the increased workload may require an increased force size. The seasonal workforce of approximately 60 also performs a training function--it provides a source of already familiar potential officers. The training function is a clear benefit to the department and should be continued.

The police force is headquartered at Hampton Beach in a station house built in 1962. During the summer months the facility is overcrowded because of the additional personnel and the increased arrests that occur. There is a shortage of storage space for records and stolen property, which are currently stored in vacant holding cells. There is land available at the rear of the building for future expansion. However, due to its proximity to the marsh, the structure is floating and the walls are cracking.

The department has an adequate vehicle compliment consisting of cruisers, a transport wagon, and equipment for mounted patrols.

Equipment:

- 8 marked police cruisers
- 4 unmarked police cruisers
- 5 leased motorcycles
- 1 transport vehicle
- 5 horses for mounted patrol
- 2 horse trailers (one for two horses and one for four horses)
- 1 suburban truck to haul trailers
- 1 radio communication system

Of the twelve cruisers, 4 are rated excellent condition with under 60,000 miles; 2 are in good condition with under 88,000 miles; 2 are in fair condition with 90,000 to 113,000 miles; 3 are in poor condition with up to 136,000 miles; and 1 is in very poor condition with over 140,000 miles.

During 1993 the police department had 16,533 station log activities, resulting in 1,797 motor vehicle arrests and 2,010 criminal arrests.

In 1990 the Board of Selectmen hired the Police Executive Research Forum, out of Washington, D.C., to conduct a management and organizational study of the police department. After a comprehensive review of all aspects of the department, the firm's study recommended a number of improvements. Since that time the department has implemented most of the non-money recommendations.

One major land-use related problem that faces the Hampton Police Department is traffic control and parking. The large influx of tourists and beach visitors create traffic problems during the warm weather season in the areas of Route 1 and 1A. The traffic situation is further aggravated by the lack of parking space at the beaches, which causes people to drive around in search of spaces, and by vehicles that use the one-way traffic pattern to "cruise" the beach. Traffic is not just a summer problem; the conversion of seasonal units into year-round homes means that people are in the area for longer periods of time which prolongs the problem. Proposed solutions to the traffic and parking problems are addressed in the Transportation Section of this plan.

Another problem that has been mentioned for years is the lack of a police facility in the center of Town. This need has become more acute during the last few years. During the winter, the majority of people live in the central portion of Hampton, not on the beach.

One solution would be to construct a police substation in the center of Town. A central station would provide a police presence in the center of town and would reduce response time for emergencies in the more remote western areas, and compliment the central fire station. This would also permit the public to conduct police business without having to travel all the way to the beach, especially during the summer. Possible locations include a Landing Road site or near the central location of the Fire Station/town offices. The Landing Road site provides quick access to the beach and uptown, and would require a new building. A new building is recommended by the Police Consulting Group--it provides the proper "ground up" design. If an existing building were used, compromises and reconstruction costs may be prohibitive, but its location may provide opportunities for sharing of resources with other departments.

One recommendation from the 1985 Master Plan that has been completed is the installation of new computer system to assist in the management of the department. The computer system, which was in full operation as of January 1, 1992, will increase the enforcement effectiveness of the department.

- Investigate the timing for an uptown Police Station.
- Investigate opportunities for shared resources among departments.

FIRE/RESCUE DIVISION

Hampton is served by a Fire/Rescue service composed of a full-time staff of 1 Fire Chief, 1 Deputy Fire chief, 4 Captains, 4 Lieutenants, 24 Firefighter/EMT's, 2 Fire Prevention Officers, 4 Fire Alarm Operators and a Secretary. The full-time staff is supplemented by an "on-call" force of 20 part-time personnel. The department operates out of two stations, headquarters which is located on the beach and station II which is located near the center of town. The department is responsible for fire protection and emergency medical services. During 1991, fire and rescue services responded to a total of 3,224 calls, 12 of which were for serious structure fire requiring a major commitment of apparatus and personnel.

In terms of personnel, the current levels are adequate and the staffing level can tolerate modest population growth without adding new staff. Generally, Fire/Rescue needs are more dependent on industry than population growth. The objective of the service is to have a 3 to 4 minute response time for fire/rescue calls and to also be able to handle two simultaneous medical calls. The part time "on call" force is also a source of replacement fire division personnel; they are trained to level 1 proficiency. This on the job training provides a benefit similar to the summer police hires.

The headquarters fire station on Ashworth Avenue at Hampton Beach is owned and maintained by the Hampton Beach Village District, which funds the maintenance of the building and the apparatus housed within. The personnel assigned to this station are employees of the Town of Hampton, which funds all salaries and benefits. Built in 1923, the station is in fair to good structural condition. The size of the apparatus storage bays are not in keeping with the size of modern fire apparatus, which makes for difficult vehicle egress in time of emergency. In fact, the size of the bays determine the acquisition decision, which leads to compromises in decision making. The close proximity of the building to the street also makes for difficult access to the street. On site parking is lacking and any expansion of the building to the rear of the property would eliminate some parking spaces. Location of the station in terms of response time to emergencies is within acceptable standards.

The following is a list of Precinct owned fire apparatus:

<u>Item</u>	<u>Condition</u>
1961 Mack/Maxim - 85' aerial ladder	Fair
1968 Mack Pumper - 1000 gpm pump	Fair
1973 Mack Pumper - 1500 gpm pump	Good
1988 E-1 Pumper - 1500 gpm pump	Excellent

Hampton Fire and Rescue Station II, located on Winnacunnet Road in the center of Town, is operated by the Town and was built in 1977. The station is overcrowded and lacks office space. The building also serves as the Emergency Operations Center in the event of a problem at the Seabrook Nuclear power plant. Another issue of space is related to voting; during elections the fire apparatus must be moved outside which means additional maintenance during inclement weather. There is space available for possible expansion on the east side of the existing building. The station does have adequate parking and training space at the rear and adequate space in the front of the station for the fire apparatus.

The following is a list of Town-owned fire equipment:

<u>Item</u>		<u>Condition</u>
1988 E-1 pumper	1500 gpm pump	Excellent
1979 Maxim pumper	1500 gpm pump	Fair
1982 Pierce/Maxim	100' aerial ladder	Excellent
1988 Ford/Braun	Ambulance	Excellent
1990 Ford/Braun	Ambulance	Excellent
1990 Ford LTD Sedan	Fire Chief	Excellent
1986 Ford LTD Sedan	Fire Prevention	Good
1986 Ford LTD Sedan	Fire Inspector	Poor
1984 Chevrolet P/U	Deputy Fire Chief	Good
1991 Ford-Versalift	Fire alarm truck	Good
1952 Dodge 4x4	Forest fire truck	Fair
1953 Dodge 4x4	Forest fire truck	Fair

Each of the stations has equal firefighting capability and each is staffed by an officer and three firefighters at all times. A Fire Alarm Operator is on duty at the headquarters station at all times to receive and dispatch emergency calls.

The administrative offices and the Fire Prevention Bureau are located at the beach station due mainly to space considerations. With the two stations, the Fire and Rescue Department can provide more responsive coverage for the entire town. In 1992, a long range apparatus and fire station rebuilding and replacement program was drafted and presented to the Town Manager, Board of Selectmen and the Hampton Beach Precinct Commissioners.

The Fire Department faces many of the land use related problems that the Police Department does. For example, the undersized lots and building density at the beach creates access problems and the ever present danger of fires spreading to involve several wood frame structures is a concern. Hampton Beach has suffered four major conflagrations during this century. The beach increasingly needs year round protection. In the past, 50% of the calls were in the summer; now summer calls are down to 35%.

Traffic congestion can cause delays in responding to emergencies. If residential construction continues in the northeasterly corner of the town, an additional station may have to be considered for the North Beach area. Likewise if water and municipal sewer services are extended to the undeveloped areas west of Interstate 95, additional fire protection may become a necessity for that part of the community. The location of future

development should be carefully considered to insure that response times for fire and emergency medical services are kept within acceptable standards.

One area of extreme importance concerning the future growth of the town is in the continuation of the strong code enforcement position of the Fire Prevention Bureau. The growth over the past decade has been closely controlled with automatic sprinkler systems and alarm systems and this effort must continue. The residential growth of the past ten years has brought water lines and fire hydrant protection to more and more areas of the town that, up to that point, had been unprotected. One of the major objectives for the future should be to work with the local water utility in order to bring hydrant protection to the entire town in years to come.

In summary, the key elements of the plan for fire rescue are:

- Level staffing in the face of slow growth.
- Increased office space/records space/expansion of the uptown station.
- Longer range sharing of computerization of records with other town departments.

PUBLIC WORKS DEPARTMENT

The Public Works Department is located at the end of Tide Mill Road. The four main functions of the department are highways, solid waste, sewer system and drainage system. The amount of work required of the Public Works Department is directly related to the amount of growth in Hampton. Future land use decisions will have a direct impact on this department. For this reason the Public Works Department has undertaken several studies to determine the future needs of the department. The objective is to be able to better prepare and plan for the future needs of Hampton citizens.

Some key issues facing Hampton in the near future are the landfill closure, the transfer station, "Bag and Tag" rubbish service, sludge handling, and Route 1 maintenance and enhancement. These issues are key impacts to the Public Works Department, and managing them will require innovation by the department head. In the following discussion of the main functions, several ideas for handling these issues are suggested.

Highways: The Highway Department maintains over 95 miles of town roads. Among the various duties are road re-surfacing, snow plowing, street sweeping, sidewalk repair, street sign maintenance, patching roads, and removal of roadside litter. Highway equipment is stored in the highway garage off of Tide Mill Road. The highway garage, which was built in 1968, is now too small to house all of the highway equipment, but there is ample space

for expansion.

One approach to ensuring that the Town does not expend road maintenance funds unnecessarily is to undertake a road inventory to determine which roads are town-owned and which are privately-owned and the classification of each. The department has availed itself of a computerized road surface management program from the Federal Highway Administration and Technology Transfer Center in Durham to inventory roads and manage the department's maintenance and plowing program.

A second approach is for the Public Works Department (in conjunction with the Planning Board) to make sure that new roads are laid out maximizing efficiency and usefulness to the Town. The proper layout also will minimize maintenance costs. The review process is critical because the cost of new road construction (generally paid for by developers) is dwarfed by the Town's costs after they are built.

Route 1 was mentioned above as a key issue; it is in critical need of reconstruction. Over the years, the salt applied in the winter has penetrated through to the concrete underneath and serious deterioration has occurred; in places, the concrete has been reduced to powder. However, a major overhaul presents an opportunity to significantly improve the appearance through sprucing up and modernizing the roadside.

Solid Waste Disposal: Hampton's municipal refuse operations consist of a 30 acre landfill located off Landing Road. According to State officials, the facility is quickly approaching its capacity. Land acquisition would be required to extend the useful life of the landfill. Rubbish collection is one of the most demanding jobs in the Public Works Department, especially during the summer tourist season at Hampton Beach. Routes are increasing steadily as Hampton's population increases and more subdivisions are built. The amount of cubic yards of rubbish collected has increased every year since 1977. In addition, Hampton's large seasonal population increases the demands placed upon the landfill operation during the summer months. During 1991, 17,000 tons of rubbish were deposited in the landfill.

At the March 1990 Town Meeting, the voters gave their approval to begin a voluntary curbside recycling program. A contract was awarded to a private collection firm and in October 1990 the residential recycling program began. Residents are allowed to put their aluminum, bi-metal cans, some types of plastic containers, glass, and newsprint in the green collection bins. The participation rate in the beginning was 80%, but has now dipped to 65%, which is still good for a voluntary program. In 1993, 1,030 tons of recyclables were collected and diverted from the landfill. The Public Works Director is

investigating the feasibility of adding cardboard to the recycling program. Residents can dispose of their waste motor oil in a container at the DPW garage and stumpage, waste wood and Christmas trees are chipped to be used as cover for the landfill and other projects.

The options available to Hampton for its future solid waste disposal were studied as part of the "Solid Waste Facilities Plan". During 1993, a committee was formed to study viable alternatives for waste disposal, including: expansion of the current landfill by buying adjacent land; building transfer stations to hold waste until it is hauled to another site; or pickup with direct haul to the Turnkey landfill in Rochester.

In October of 1993, a Special Town Meeting was held to select between the transfer station or direct haul option for solid waste disposal. The townspeople voted in favor of building the transfer station. A transfer/recycling station will be built on the south side of the present Public Works facility. Solid waste will continue to be collected by the Public Works employees and hauled to the station. The proposal should be implemented as soon as funding is available.

The closing of the landfill presents an opportunity to provide a passive recreational area. Allowed uses might include a bike path, a jogging path, cross country ski course, walking paths, etc. Even trees in a planter are OK as long as the plastic that secures the landfill material is not penetrated. Buildings are not allowed, so a baseball field with dug-outs is not allowed. The Town should investigate possible uses, and studies involving Public Works, the Planning Board and the Recreation Department should be performed.

Sanitary Sewerage: - The most densely populated areas of Hampton are served by a sanitary sewerage system. The sewage is processed at the Hampton Wastewater Treatment Plant located on Tide Mill Road adjacent to the Town Garage. After the wastewater has undergone primary and secondary treatment, it is discharged into Tide Mill Creek.

Hampton Beach was the first major area in Hampton to be provided with sanitary sewerage. Up until 1934 when the old treatment plant was built, the sewage was dumped through outfalls directly into the ocean. The sewerage system was extended to serve the urban developments along North Beach and the center of Hampton, and was eventually connected to the new treatment plant completed in 1964. Over 40 miles of sewer lines now serve Hampton. In 1993, the plant treated an average of 1.94 million gallons of wastewater per day, for a total annual flow of 707 million gallons. The plant's present design capacity is for 4.7 millions gallons per day. In 1993, the plant processed enough

wastewater to produce 3,500 tons of sludge which was extracted and placed in the landfill. As development continues, the sewerage mains will be further extended and the volume of sewage to be treated will increase. In 1991 construction was completed on a sewer line which collects sanitary waste from a portion of Rye and connects into the Hampton sewer system to allow their waste to be processed at the plant. Although the capacity was deemed more than adequate when Rye was connected (at least 50%) rule changes have modified capacity calculations. At present, there is no excess capacity.

The wastewater treatment plant also handles the septage from the unsewered parts of Hampton and from eight neighboring towns. In 1993, the plant handled 4.33 million gallons of septic tank system wastewater from these sources. The septage from outside Hampton is so concentrated that it has the potential to shock the system. A holding tank was constructed to store the concentrated sewage so that it can be gradually entered into the system.

Future sanitary sewerage decisions will be guided by the 201 Facilities Plan For Wastewater Collection and Treatment, which was prepared in 1985 by G & Underwood Engineers. Hampton has used this plan to guide its sewer construction projects which have been completed as soon as funding could be obtained. The lack of funding has caused the department to fall behind schedule a few years. The plan addresses the following:

1. The review and update of the Sewer Master Plan for sewer construction including the relief or replacement of existing sewers and the expansion of the sewer system to unsewered areas.
2. The feasibility of including surrounding towns in a regional sewer system.
3. The removal of sources of infiltration and inflow to the existing sewer system.
4. Problems at the existing sewage treatment plant including septage handling, odors, sludge disposal, industrial waste and the effects of the treated effluent on the receiving waters.

With the proposed closing of the landfill, sludge from the treatment plant will need to be disposed of by trucking to another facility. Currently the transfer design and tipping arrangements are being studied, but the projected annual cost is approximately \$200,000. The projected annual cost is high. Innovative ways to handle sludge must be determined soon.

Along with the need for additional space to store equipment and park vehicles, there are pieces of equipment in need of replacement and upgrading. Among the items is a closed circuit television inspection unit for inspecting sewer pipes and drains. If the load on the wastewater treatment plant continues to increase additional personnel may be needed to man it for longer hours.

Drainage: Storm water drains were constructed in Hampton to correct for drainage problems caused by the development, particularly paved streets and parking lots. As the amount of land capable of absorbing storm water is reduced, the need for storm drainage facilities increases. One property owner's good drainage system can result in problems for his neighbors. For this reason, all proposed subdivision and site plans should be carefully studied by the Planning Board to alleviate storm drainage problems.

Hampton has a "Master Drainage Plan" encompassing the entire town. Problem areas are identified and listed by priority, and the department completes improvements as funding permits. One goal is to reduce the amount of storm water that enters the sewer system and increases the loads at the wastewater treatment plant. As development expands and intensifies, the storm water drainage system will need to be improved. Implementation of the high priority items in parallel with expanding development is very important; to date lack of funding has prevented performing these high priority items. The Capital Improvements Program should seriously consider this well thought out and prioritized list from the Drainage Master Plan.

The following is a list of the vehicles for the Public Works Department:

10 Chevrolet Pick Up Trucks	3 Loaders
2 Ford Pick Up Trucks	2 Sedans
1 GMC Pick Up Truck	1 Van
4 International Packer Trucks	1 Sweeper
1 Mack Packer Truck	2 Sidewalk Plows
2 International Dump Trucks	3 Salt/Sand Spreaders
5 Chevrolet Dump Trucks	1 Bulldozer
2 Mack Dump Trucks	3 Trailers
1 Allis-Fiat Grader	1 One Ton Roller
1 Tractor	1 Two Ton Roller
1 Mack w/Catch Basin Cleaning Unit	1 Ford Sewer Jet

The age of equipment varies, fortunately several older dump trucks and rubbish packers have been replaced in recent years. Generally a ten year replacement program is scheduled as maintenance costs increase and reliability decreases, it becomes cost effective to replace with new equipment. As the mileage of town-maintained roads increases, the amount of equipment will need to be replaced proportionately. Equipment should be systematically replaced per the Capital Improvements Program .

The DPW has an excellent maintenance program that performs all levels of vehicle overhaul. Additionally, it provides service to Police and Fire vehicles so a cross department efficiency is achieved. Although privatization has been discussed recently, previous experience shows that the current system is the best. The current system allows for longer term employees who are very familiar with their own equipment.

TOWN OFFICES

Town administrative services are rendered out of the Town Office Building in the town center. The original building was built in 1949, with additions in 1954, 1958, and again in 1974. In the past, most town offices were located in separate converted residences, until all were combined in the present building. The offices include the Tax Collector, Town Clerk, Assessor, Building Inspector, Parks and Recreation, Bookkeeper and Payroll Clerk, Town Manager, Welfare Officer, and meeting and filing space for the Planning Board, Selectmen, Zoning Board of Adjustment, and other various boards. There are 18 full-time employees and 3 part-time employees that work in the Town Offices.

While there is ample parking space behind the Town Office Building, the building's office space is not adequate for the present number of employees. In addition the second floor offices, which includes the Welfare Office, are not handicapped accessible.

Given the recurring theme of space problems, the Town should have a unified approach across departments to address the issues. An appropriate action is to perform a town wide assessment; this assessment should be performed in 1995.

PUBLIC LIBRARY

Built in 1910, the Lane Memorial Library was expanded in 1957 and was completely renovated in 1985. The 1957 addition was torn down and a new, larger addition was built. The original building was completely renovated. The addition added 13,500 square feet of new space and gave the library four times more space. With a population of approximately 12,000, the library's present size (15,730 square feet) will successfully meet the needs of the Town well into the future.

The library's location in the center of town is ideal and there is ample parking available across the street in the Town Office lot. The present library staff consists of 5 full-time and 6 part-time employees.

- The library should update its reference section.
- The library should expand its role as an information center for the Town.
- The library should expand its role in providing public information concerning Town activities.

RECREATION AND OPEN SPACE

The Town contains 23 acres of local park and recreation facilities distributed on eleven parcels of land. Present town recreational facilities include:

- Academy Avenue Playground;
- Five Corners Playground;
- Locke Road Playground;
- Tuck Field: 3 baseball and 1 softball diamonds
4 tennis courts
1 soccer and 1 football fields
picnic tables
Historic Museum
- Founders Park
- Marelli Square
- Bicentennial Park
- Joe Billie Brown Park
- Ruth G. Stimson Park
- Eaton Park - located next to Tuck Field
- Hampton Beach Playground

Tuck Field, at 12 acres, is the main recreational area in Hampton. Since 1985, it has undergone many improvements including the installation of a drainage system and regrading and re-seeding the playing fields. Even with these improvements, Hampton needs new recreational facilities for areas of town that have experienced development in recent years. Hampton has less than two acres per 1,000 year-round residents, far below recognized standards.

Each of the four schools has recreation areas, and the school district also owns 33 acres of land near Batchelder Pond which is a natural area used for passive recreation.

Along Hampton's ocean shoreline are three state parks. They cover a total of about 100 acres and form an important part of the Town's recreational facilities. In 1992 the Hampton Beach State Park added sites for recreation vehicles (RV's) to park overnight.

Additional recreational facilities need to be built by the Town of Hampton for children and residents of all ages. A recreation hall could meet the needs of many residents. Children could meet there for recreational activities after school and during the summer. Senior citizens could use the facility as a much needed meeting place in the mornings. As Hampton's growth continues, additional parks and recreational areas will be needed to serve the year-round residential development in outlying areas.

The amount of open space in Hampton is dwindling with each passing year. Most of the Town-owned land is already developed in some way. The largest amount of open space is the 216 acre State-owned saltmarsh located north of Taylor River, between Route 1 and the railroad track. In addition, about 75 acres of land in the western section of town is owned by the Society for the Protection of New Hampshire Forests.

No plan exists for the orderly acquisition of additional open space, conservation or recreation land to meet future needs. Donations and part of the Conservation Commission's budget for land purchase are the only sources of land acquisition that the Town has to increase open space. Steps should be taken to address these open space deficiencies in order to provide for wildlife protection, recreation, natural resource conservation, and education.